

COAST PILOT CORRECTIONS

**COAST PILOT 3 38 Ed 2005 Change No. 10
LAST NM 24/05**

Page 55—Paragraph 223 to Page 59—Paragraph 429; read:
**§110.168 Hampton Roads, Virginia and adjacent waters
(Datum: NAD 83).**

(a) *Anchorage Grounds*. (1) *Anchorage A (Naval Anchorage)*. The waters bounded by the shoreline and a line connecting the following points:

36°55'33.0"N., 76°02'47.0"W.
36°57'02.8"N., 76°03'02.6"W.
36°56'45.0"N., 76°01'30.0"W.
36°55'54.0"N., 76°01'37.0"W.

(2) *Chesapeake Bay, Thimble Shoals Channel Anchorages*.

(i) *Anchorage B (Naval Anchorage)*. The waters bounded by a line connecting the following points:

36°57'58.0"N., 76°06'07.0"W.
36°57'11.0"N., 76°03'02.1"W.
36°55'48.8"N., 76°03'14.0"W.
36°56'31.8"N., 76°06'07.0"W.
36°57'04.0"N., 76°06'07.0"W.
36°57'08.5"N., 76°06'24.5"W.

(ii) *Anchorage C (Naval Anchorage)*. The waters bounded by a line connecting the following points:

36°58'54.8"N., 76°09'41.5"W.
36°58'18.8"N., 76°07'18.0"W.
36°57'27.0"N., 76°07'37.5"W.
36°58'04.0"N., 76°10'00.0"W.

(iii) *Anchorage D (Naval Anchorage)*. The waters bounded by the shoreline and a line connecting the following points:

36°55'49.0"N., 76°10'32.8"W.
36°58'04.0"N., 76°10'02.1"W.
36°57'31.2"N., 76°07'54.8"W.
36°55'24.1"N., 76°08'28.8"W.

(iv) *Anchorage E (Commercial Explosive Anchorage)*. The waters bounded by a line connecting the following points:

36°59'58.7"N., 76°13'47.0"W.
36°59'08.2"N., 76°10'33.8"W.
36°58'13.0"N., 76°10'51.8"W.
36°59'02.0"N., 76°14'10.2"W.

(v) *Explosive Handling Berth E-1 (Explosives Anchorage Berth)*: The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

36°59'05.0"N., 76°11'23.0"W.

(3) *Hampton Roads Anchorages*. (i) *Anchorage F, Hampton Bar*. The waters bounded by a line connecting the following points:

36°59'51.6"N., 76°19'12.0"W.
36°59'25.2"N., 76°18'48.5"W.
36°58'49.1"N., 76°19'33.8"W.
36°59'25.0"N., 76°20'07.0"W.

(ii) *Anchorage Berth F-1*. The waters bounded by a line connecting the arc of a circle with a radius of 500 yards and with the center located at:

36°59'29.1"N., 76°19'15.1"W.

(iii) *Anchorage G, Hampton Flats (Naval Explosives Anchorage)*. The waters bounded by a line connecting the following points:

36°59'25.0"N., 76°20'07.0"W.
36°58'49.1"N., 76°19'33.8"W.
36°57'41.4"N., 76°21'07.7"W.
36°57'34.6"N., 76°21'26.7"W.
36°57'31.1"N., 76°22'01.9"W.
36°58'07.0"N., 76°22'03.0"W.
36°58'54.8"N., 76°21'42.6"W.

(iv) *Explosives Handling Berth G-1*. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

36°57'50.0"N., 76°21'37.0"W.

(v) *Explosives Handling Berth G-2*. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

36°58'14.0"N., 76°21'01.5"W.

(vi) *Explosives Handling Berth G-3*. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

36°58'34.2"N., 76°20'31.4"W.

(vii) *Explosives Handling Berth G-4*. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

36°58'54.9"N., 76°20'03.2"W.

(viii) *Anchorage H, Newport News Bar*. The waters bounded by a line connecting the following points:

36°58'07.0"N., 76°22'03.0"W.
36°57'31.1"N., 76°22'01.9"W.
36°57'18.0"N., 76°24'11.2"W.
36°57'38.3"N., 76°24'20.0"W.
36°57'51.8"N., 76°22'31.0"W.

(4) *James River Anchorages*. (i) *Anchorage I, Newport News*. The waters bounded by a line connecting the following points:

36°57'06.7"N., 76°24'44.3"W.
36°56'22.6"N., 76°24'28.0"W.
36°56'03.0"N., 76°24'37.0"W.
36°57'53.7"N., 76°26'41.5"W.
36°58'23.0"N., 76°27'11.0"W.
36°58'48.5"N., 76°27'11.0"W.
36°58'35.4"N., 76°26'38.4"W.
36°57'51.7"N., 76°26'02.8"W.
36°57'30.6"N., 76°25'34.5"W.

(ii) *Anchorage Berth I-1*. The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

36°57'08.5"N., 76°25'21.6"W.

(iii) *Anchorage Berth I-2*. The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

36°57'23.8"N., 76°25'46.0"W.

(iv) *Anchorage J, Newport News Middle Ground*. The

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waters bounded by a line connecting the following points:

36°55'59.9"N., 76°22'11.7"W.
 36°55'59.9"N., 76°24'00.0"W.
 36°56'25.3"N., 76°23'48.0"W.
 36°57'10.2"N., 76°24'09.9"W.
 36°57'12.0"N., 76°23'47.3"W.
 36°56'38.5"N., 76°21'39.1"W.
 36°56'38.5"N., 76°20'47.0"W.

(v) *Anchorage K, Newport News Middle Ground.* The waters bounded by a line connecting the following points:

36°57'56.4"N., 76°20'30.5"W.
 36°57'08.5"N., 76°20'31.0"W.
 36°56'48.8"N., 76°20'22.5"W.
 36°56'45.0"N., 76°20'32.0"W.
 36°56'45.0"N., 76°21'37.7"W.
 36°57'14.1"N., 76°23'29.1"W.
 36°57'28.1"N., 76°21'11.7"W.

(vi) *Anchorage Berth K-1.* The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

36°57'30.5"N., 76°20'45.3"W.

(vii) *Anchorage Berth K-2.* The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

36°57'16.8"N., 76°21'09.5"W.

(viii) *Anchorage Berth L, Craney Island Flats.* The waters bounded by a line connecting the following points:

36°55'59.9"N., 76°22'11.7"W.
 36°56'38.5"N., 76°20'45.5"W.
 36°56'30.0"N., 76°20'24.3"W.
 36°56'04.2"N., 76°20'26.2"W.

(5) *Elizabeth River Anchorages.* (i) *Anchorage M, Port Norfolk.* The waters bounded by a line connecting the following points:

36°51'45.7"N., 76°19'31.5"W.
 36°51'45.8"N., 76°19'20.7"W.
 36°51'37.8"N., 76°19'24.3"W.
 36°51'32.5"N., 76°19'31.1"W.
 36°51'40.7"N., 76°19'37.3"W.
 36°51'45.7"N., 76°19'31.5"W.

(ii) *Anchorage N, Hospital Point.* The waters bounded by a line connecting the following points:

36°51'05.4"N., 76°18'22.4"W.
 36°50'50.0"N., 76°18'00.0"W.
 36°50'36.7"N., 76°17'52.8"W.
 36°50'33.6"N., 76°17'58.8"W.
 36°50'49.3"N., 76°18'09.0"W.
 36°50'50.3"N., 76°18'07.8"W.
 36°50'56.2"N., 76°18'12.5"W.
 36°51'01.8"N., 76°18'32.3"W.

(iii) *Anchorage O, The Hague.* The waters of the basin known as 'The Hague', north of the Brambleton Avenue Bridge, except for the area within 100 feet of the bridge span that provides access to and from the Elizabeth River.

(6) *Anchorage Q, Quarantine Anchorage.* The waters bounded by a line connecting the following points:

37°17'13.7"N., 76°06'41.6"W.
 37°17'30.3"N., 76°05'53.9"W.
 37°16'25.0"N., 76°05'18.4"W.
 37°16'08.4"N., 76°06'06.0"W.

(i) *Anchorage Berth Q-1.* The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

37°17'05.7"N., 76°06'08.9"W.

(ii) *Anchorage Berth Q-2.* The waters bounded by the arc of a circle with a radius of 500 yards with the center located at:

37°16'33.0"N., 76°05'51.1"W.

(b) *Definitions.* As used in this section—

Class 1 (explosive) materials means Division 1.1, 1.2, 1.3, and 1.4 explosives, as defined in 49 CFR 173.50.

Dangerous cargo means "certain dangerous cargo" as defined in §160.204 of this title.

U.S. naval vessel means any vessel owned, operated, chartered, or leased by the U.S. Navy; any pre-commissioned vessel under construction for the U.S. Navy, once launched into the water; and any vessel under the operational control of the U.S. Navy or a Combatant Command.

(c) *General regulations.* (1) Except as otherwise provided, this section applies to vessels over 20 meters long and vessels carrying or handling dangerous cargo or Class 1 (explosive) materials while anchored in an anchorage ground described in this section.

(2) Except as otherwise provided, a vessel may not occupy an anchorage for more than 30 days, unless the vessel obtains permission from the Captain of the Port.

(3) Except in an emergency, a vessel that is likely to sink or otherwise become a menace or obstruction to navigation or to the anchoring of other vessels, may not occupy an anchorage, unless the vessel obtains permission from the Captain of the Port.

(4) The Captain of the Port may, upon application, assign a vessel to a specific berth within an anchorage for a specified period of time.

(5) The Captain of the Port may grant a revocable permit to a vessel for a habitual use of a berth. Only the vessel that holds the revocable permit may use the berth during the period that the permit is in effect.

(6) The Commander, Fifth Coast Guard District, may authorize the establishment and placement of temporary mooring buoys within a berth. Placement of a fixed structure within an anchorage may be authorized by the District Engineer, U.S. Army Corps of Engineers.

(7) If an application is for the long-term lay up of a vessel, the Captain of the Port may establish special conditions in the permit with which the vessel must comply.

(8) Upon notification by the Captain of the Port to shift its position within an anchorage, a vessel at anchor must get underway at once or signal for a tug. The vessel must move to its new location within 2 hours after notification.

(9) The Captain of the Port may prescribe specific conditions for vessels anchoring within the anchorages described in this section, including, but not limited to, the number and location of anchors, scope of chain, readiness of engineering plant and equipment, usage of tugs, and

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requirements for maintaining communications guards on selected radio frequencies.

(10) A vessel that does not have a sufficient crew on board to weigh anchor at any time must have two anchors in place, unless the Captain of the Port waives this requirement. Members of the crew may not be released until the required anchors have been set.

(11) No vessel at anchor or at a mooring within an anchorage may transfer oil to another vessel unless the vessel has given the Captain of the Port the four hours advance notice required by §156.118 of this title.

(12) Barges may not anchor in the deeper portions of anchorages or interfere with the anchoring of deep-draft vessels.

(13) Barges towed in tandem to an anchorage must be nested together when anchored.

(14) Any vessel anchored or moored in an anchorage adjacent to the Chesapeake Bay Bridge Tunnel or Monitor-Merrimac Bridge Tunnel (MMBT) must be capable of getting underway within 30 minutes with sufficient power to keep free of the bridge tunnel complex.

(15) A vessel may not anchor or moor in an anchorage adjacent to the Chesapeake Bay Bridge Tunnel or Monitor-Merrimac Bridge Tunnel (MMBT) if its steering or main propulsion equipment is impaired.

(d) *Regulations for vessels handling or carrying dangerous cargoes or Class 1 (explosive) materials.* This paragraph applies to every vessel, except a naval vessel, handling or carrying dangerous cargoes or Class 1 (explosive) materials.

(1) Unless otherwise directed by the Captain of the Port, each commercial vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials must be anchored or moored within Anchorage Berth E-1.

(2) Each vessel, including each tug and stevedore boat, used for loading or unloading dangerous cargoes or Class 1 (explosive) materials in an anchorage, must have permission issued by the Captain of the Port.

(3) The Captain of the Port may require every person having business aboard a vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials while in an anchorage, other than a member of the crew, to hold a form of valid identification.

(4) Each person having business aboard a vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials while in an anchorage, other than a member of the crew, must present the identification prescribed by paragraph (d)(3) of this section to any Coast Guard boarding officer who requests it.

(5) Each non-self-propelled vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials must have a tug in attendance at all times while at anchor.

(6) Each vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials while at anchor must display by day a red flag (Bravo flag) in a prominent location and by night a fixed red light.

(e) *Regulations for Specific Anchorages. (1) Anchorages A, B, C, and D.* Except for a naval vessel, military support vessel, or vessel in an emergency situation, a vessel may not anchor in Anchorages A, B, C, or D without the permission of the Captain of the Port. The Captain of the Port must con-

sult with the Commander, Naval Amphibious Base Little Creek, before granting a vessel permission to anchor in Anchorages A, B, C, or D.

(2) *Anchorage E.* (i) A vessel may not anchor in Anchorage E without permission from the Captain of the Port.

(ii) The Captain of the Port must give commercial vessels priority over naval and public vessels.

(iii) The Captain of the Port may at any time revoke permission to anchor in Anchorage E issued under the authority of paragraph (e)(4)(i) of this section.

(iv) A vessel may not anchor in Anchorage Berth E-1, unless it is handling or carrying dangerous cargoes or Class 1 (explosive) materials.

(v) A vessel may not anchor within 500 yards of Anchorage Berth E-1 without the permission of the Captain of the Port, if the berth is occupied by a vessel handling or carrying dangerous cargoes or Class 1 (explosive) materials.

(3) *Anchorage F.* A vessel having a draft less than 45 feet may not anchor in Anchorage F without the permission of the Captain of the Port. No vessel may anchor in Anchorage F for a longer period than 72 hours without permission from the Captain of the Port. Vessels expecting to be at anchor for more than 72 hours must obtain permission from the Captain of the Port.

(4) *Anchorage G.* (i) Except for a naval vessel, a vessel may not anchor in Anchorage G without the permission of the Captain of the Port.

(ii) When handling or transferring Class 1 (explosive) materials in Anchorage G, naval vessels must comply with Department of Defense Ammunition and Explosives Safety Standards, or the standards in this section, whichever are the more stringent.

(iii) When barges and other vessels are berthed at the Ammunition Barge Mooring Facility, located at 36°58'34"N., 76°21'12"W., no other vessel, except a vessel that is receiving or offloading Class 1 (explosive) materials, may anchor within 1,000 yards of the Ammunition Barge Mooring Facility. Vessels transferring class 1 (explosive) materials must display by day a red flag (Bravo flag) in a prominent location and by night a fixed red light.

(iv) Whenever a vessel is handling or transferring Class 1 (explosive) materials while at anchor in Anchorage G, no other vessel may anchor in Anchorage G without the permission of the Captain of the Port. The Captain of the Port must consult with the Commander, Naval Station Norfolk, before granting a vessel permission to anchor in Anchorage G.

(v) A vessel located within Anchorage G may not handle or transfer Class 1 (explosive) materials within 400 yards of Norfolk Harbor Entrance Reach.

(vi) A vessel may not handle or transfer Class 1 (explosive) materials within 850 yards of another anchored vessel, unless the other vessel is also handling or transferring Class 1 (explosive) materials.

(vii) A vessel may not handle or transfer Class 1 (explosive) materials within 850 yards of Anchorage F or H.

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(5) *Anchorage I: Anchorage Berths I-1 and I-2.* A vessel that is 500 feet or less in length or that has a draft of 30 feet or less may not anchor in Anchorage Berth I-1 or I-2 without the permission of the Captain of the Port.

(6) *Anchorage K: Anchorage Berths K-1 and K-2.* A vessel that is 500 feet or less in length or that has a draft of 30 feet or less may not anchor in Anchorage Berth K-1 or K-2 without the permission of the Captain of the Port.

(7) *Anchorage N.* Portions of this anchorage are a special anchorage area under §110.72aa of this part during marine events regulated under Sec. 100.501 of this chapter.

(8) *Anchorage O.* (i) A vessel may not anchor in Anchorage O unless it is a recreational vessel.

(ii) No float, raft, lighter, houseboat, or other craft may be laid up for any reason in Anchorage O without the permission of the Captain of the Port.

(9) *Anchorage Q: Quarantine Anchorage.* (i) A vessel that is arriving from or departing for sea and that requires an examination by public health, customs, or immigration authorities shall anchor in Anchorage Q. Vessels not needing examination may use Anchorage Q at any time.

(ii) Every vessel using Anchorage Q must be prepared to move promptly under its own power to another location when directed by the Captain of the Port, and must promptly vacate Anchorage Q after being examined and released by authorities.

(iii) Any non-self-propelled vessel using Anchorage Q must have a tugboat in attendance while undergoing examination by quarantine, customs, or immigration authorities, except with the permission of the Captain of the Port.

(FR 5/25/05)

29/05

Page 285—Paragraph 126, lines 5 to 6; read:

inside the creek. In November 2004, the controlling depth was 2.8 feet (5.4 feet at midchannel). There are several ...

(CL 627/05; BPs 185988-89)

29/05

COAST PILOT 3 38 Ed 2005 Change No. 11

Page 5—Paragraph 48 to Page 6—Paragraph 124; read:

NOS annually computes and prepares manuscripts for the Tide and Tidal Current Prediction Tables. The printing from official NOS manuscripts and the distribution of the Tables to sales agents is done by two private printers. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses.) The role of NOS with regard to the publication of the Tables is that of maintaining and updating the tidal prediction database from domestic and international sources and generating the annual predictions and associated information. NOS Nautical Chart Sales Agents may obtain quantities of the Tables for resale to the public from the various private printers and distributors.

The titles of the NOS publications affected are:

Tide Tables -East Coast of North and South America including Greenland;

Tide Tables -West Coast of North and South America including the Hawaiian Islands;

Tide Tables -Central and Western Pacific Ocean and Indian Ocean;

Tide Tables -Europe and West Coast of Africa including the Mediterranean Sea;

Tidal Current Tables -Atlantic Coast of North America;

Tidal Current Tables -Pacific Coast of North America and Asia;

The Center for Operational Oceanographic Products and Services (CO-OPS) annually publishes the Tide and Tidal Current Prediction Tables on CD-ROM. This CD-ROM is for the use of professional printers creating book form products and is not suitable for general use. NOS will continue to provide tide and tidal current predictions and associated information on the various media and in the various formats with which regular customers are familiar.

In addition to the CD-ROM, limited tide predictions may be obtained from the CO-OPS web site <http://www.tidesandcurrents.noaa.gov>.

Requests for tide and tidal current predictions and associated information are welcomed and should be submitted in writing either by fax, e-mail, or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses and fax number.)

The U.S. Coast Guard, through Federal regulation **33 CFR 164.33**, requires certain charts and publications be carried on board vessels of 1,600 gross tons and greater when traversing U.S. waters. NOS has been in contact with the U.S. Coast Guard concerning this regulation. Questions concerning this regulation should be addressed to Chief, Navigation Rules Branch, G-NVT-3, United States Coast Guard, Washington, D.C. 20593-0001, telephone (202) 267-0416; fax (202) 267-4826.

Questions or comments regarding the above subject or private printers and distributors wishing more information can be submitted by telephone, fax, e-mail, or letter (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses and telephone numbers.)

Tidal observation data for some of the NOS tide stations and information about how to obtain other data are available on the CO-OPS web site <http://www.tidesandcurrents.noaa.gov>. Tidal observation data are also available in hard copy by mail, and in some instances, by fax.

Questions or comments regarding the above subject should be made by telephone, fax, e-mail or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in appendix for addresses and telephone numbers.)

NOS, in partnership with other agencies and institutions, has established a series of Physical Oceanographic Real Time Systems (PORTS®) in selected areas. These PORTS® sites provide constantly updated information on tidal and tidal current conditions, water temperature, and weather conditions. This information is updated every six minutes. The PORTS® sites currently in operation include: Tampa Bay, FL; San Francisco, CA; New York/New Jersey; Houston/Galveston, TX; Chesapeake Bay, VA, MD & DC; Narragansett Bay, RI; Los Angeles/Long Beach, CA; Soo Locks, MI;

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Delaware River/Bay, DE, NJ & PA; Tacoma, WA; Port of Anchorage, AK and New Haven, CT. The information is accessible through a computer data connection or by a toll-free voice access system at the following numbers:

TAMPA BAY

Voice access 1-866-827-6787 (1-866-TBPORTS)

Data 727-822-5931 (2400 baud, -8-1)

SAN FRANCISCO

Voice access 1-866-727-6787 (1-866-SBPORTS)

Data 707-642-4608 (2400 baud, -8-1)

NEW YORK/NEW JERSEY

Voice access 1-866-217-6787 (1-866-21PORTS)

HOUSTON/GALVESTON

Voice access 1-866-447-6787 (1-866-HGPORTS)

Data 713-672-9627 (9600 baud, -8-1)

CHESAPEAKE BAY

Voice access 1-866-247-6787 (1-866-CHPORTS)

NARRAGANSETT BAY

Voice access 1-866-757-6787 (1-866-75PORTS)

LOS ANGELES/LONG BEACH

Voice access (Not available)

SOO LOCKS

Voice access non toll-free 301-713-9596

DELAWARE RIVER/BAY

Voice access 1-866-307-6787 (1-866-30PORTS)

TACOMA

Voice access (Not available)

PORT OF ANCHORAGE

Voice access 1-866-257-6787 (1-866-AKPORTS)

NEW HAVEN

Voice access (Not available)

Questions or comments regarding the above subject or requests for additional information should be made by telephone, fax, e-mail or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses and phone numbers.)

Voice access system for tidal information has not been installed at Tacoma, Washington. For information on this system contact:

Director

Pacific Marine Center

National Ocean Service

1801 Fairview Ave. East

Seattle, WA 98102-3767

TEL 206-553-2256

FAX 206-553-2246

(CL 698/05)

29/05

COAST PILOT 3 38 Ed 2005 Change No. 12

Page 173—Paragraph 172; read:

The Interport Pilots Agency, Inc. offers pilotage to public vessels and private vessels in the coastal trade transiting the Delaware Bay and River, Chesapeake and Delaware Canal, Upper Chesapeake Bay, New York Harbor, Long Island Sound and other areas along the northeast coast. Arrangements for their services are made 24 hours in advance through the ship's agents or by contacting Interports Pilots Agency, Inc., 906 Port Monmouth Road, Port Monmouth,

NJ 07758-0236, telephone 732-787-5554 (24 hours), or by e-mail at interport@verizon.net. Additional information about Interport Pilots can be obtained at <http://www.interportpilots.com>.

(CL 728/05)

29/05

Page 208—Paragraphs 112 to 113; read:

The Interport Pilots Agency, Inc. offers pilotage to public vessels and private vessels in the coastal trade transiting the Delaware Bay and River, Chesapeake and Delaware Canal, Upper Chesapeake Bay, New York Harbor, Long Island Sound and other areas along the northeast coast. Arrangements for their services are made 24 hours in advance through the ship's agents or by contacting Interports Pilots Agency, Inc., 906 Port Monmouth Road, Port Monmouth, NJ 17758-0236, telephone 732-787-5554 (24 hours), or by e-mail at interport@verizon.net.

Additional information about Interport Pilots can be obtained at <http://www.interportpilots.com>.

Pilots meet vessels at the pilot boarding area off Cape Henlopen using Delaware Bay Launch Service which monitors VHF-FM channels 16 and 9. Their (24 hour) phone number is: 302-422-7604. Additional information about Delaware Bay Launch Service may be found at: <http://www.delawarebaylaunch.com>.

(CL 728/05)

29/05

Page 235—Paragraph 82, line 4; read:
call.

The Interport Pilots Agency, Inc. offers pilotage to public vessels and private vessels in the coastal trade transiting the Chesapeake and Delaware Canal and continuing to ports in the Delaware Bay and River, Upper Chesapeake Bay, New York Harbor and Long Island Sound. They board vessels at any Delaware River or Upper Chesapeake Bay port, the pilot boarding area off Cape Henlopen as described in Chapter 6, or at the Reedy Point Anchorage near the east end of the C&D Canal. Arrangements for pilot services are made 24 hours in advance with a six hour ETA update through the ship's agent or with Interport Pilots Agency, Inc., 906 Port Monmouth Road, Port Monmouth, NJ 07758-0236, telephone 732-787-5554 (24 hours), or e-mail at interport@verizon.net. Additional information about Interport Pilots can be obtained at: <http://www.interportpilots.com>.

(CL 728/05)

29/05

Page 316—Paragraph 92, line 6; read:

channel had a reported controlling depth of 4.5 feet between Light 2F and Light 5; thence in 1980, shoaling to 2 feet was reported between Light 5 and a point about 0.8 mile north of Light 5.

(NOS 12270; CL 260/95; BPs 154485-86)

29/05

Page 335—Paragraph 141, lines 10 to 14; read:

shoaling gradually to 2 feet at the head. The river is marked as far as Fishing Creek.

(NOS 12261)

29/05

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Page 335—Paragraph 147, lines 4 to 8; read:

head. In April 2004, the controlling depth in the channel was 7 feet and in the basin, except for shoaling to 2.4 feet in the SW edge of the basin. Oysterhouses and marine railway ...

(DDs 5808-09; NOS 12261)

29/05

Page 352—Paragraph 46; read:

Interport Pilots Agency, Inc. offers pilotage to public vessels and private vessels in the coastal trade operating between Baltimore Harbor and many northeast ports via the Chesapeake and Delaware Canal. The 24 hour telephone number is 732-787-5554 and the e-mail address is: interport@verizon.net.

Additional information about Interport Pilots can be obtained at <http://www.interportpilots.com>.

(CL 728/05)

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